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Sachs Harbour

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Mr Goose speaking

BEAUFORT

DEVELOPMENT

by

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ASSOCIATION

1983

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Principal tanker route.

The principal tanker route from the Beaufort Sea, Amundsen Gulf and Prince of Wales Strait is thought to be detrimental to the biotic community of the proposed ice breaking tanker shipping corridor. Noise generated by the crushing, moving action of the class X ice breaking tanker will redistribute Ringed and Bearded seals of the immediate areas involved. Thus causing an unnatural permanent migration of animal life to other areas beyond the 10 - 15 km tanker corridor.

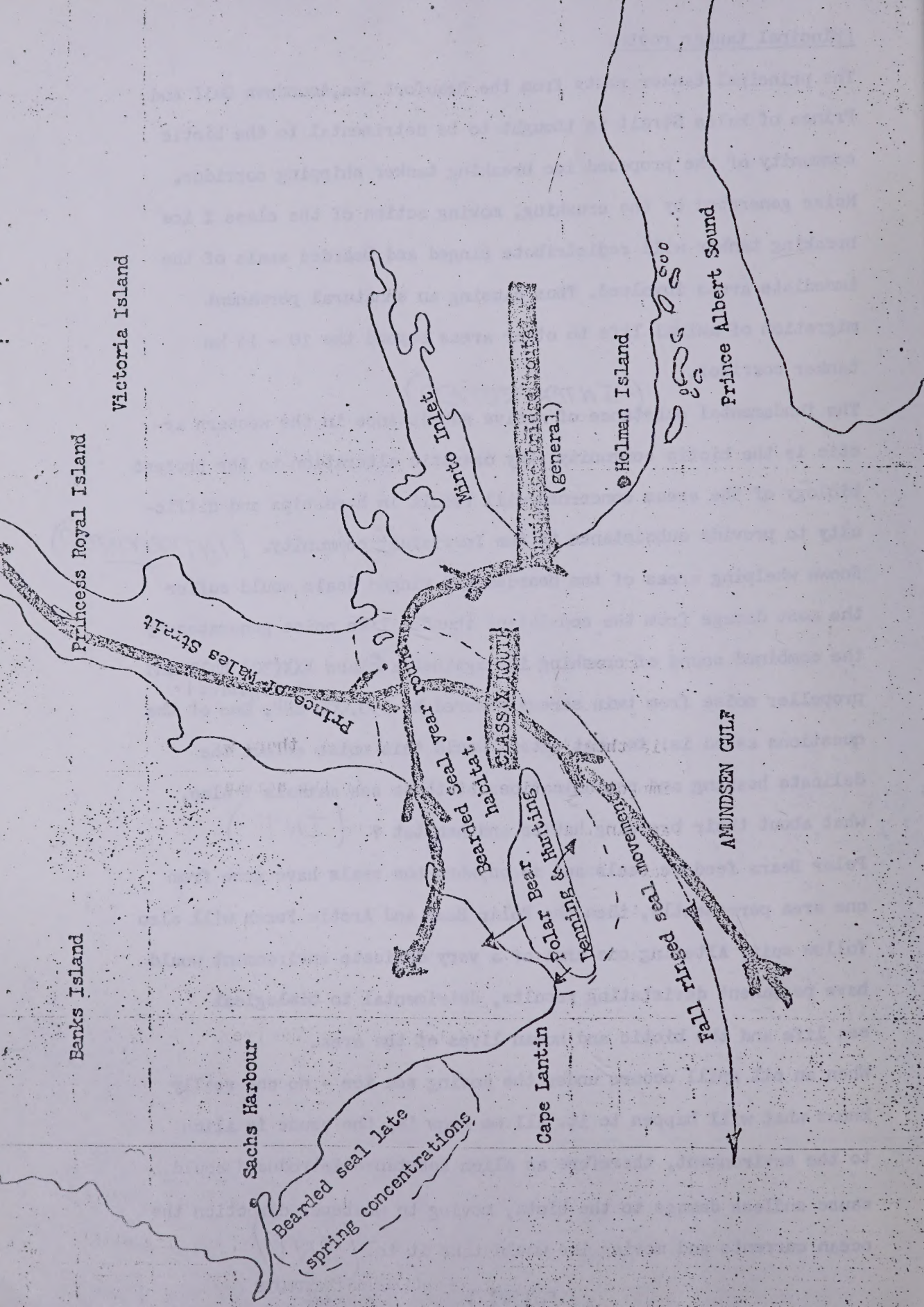
(INTERPRETED)
The fundamental substance of native subsistence in the western arctic is the biotic community. Any dramatic alteration to the present biology of the areas concerned will result in hardships and difficulty to provide subsistence to the Inuvialuit community. (INTERPRETED)

Known whelping areas of the Bearded and Ringed Seals would suffer the most damage from the consistent thunder like noise generated by the combined sound of crashing ice against a Class XXX(30) hull and propeller noise from twin screws powered by 150,000 SHP. ^{shaft power} One of the questions asked is: to what extent would this noise effect the

delicate hearing and communications of these sea mammals? Also, what about their breeding habits and habitat? (INT)

Polar Bears feed on seals and so on, when the seals have gone from one area permanently, then the Polar Bear and Arctic Foxes will also follow suit. Altering one area of a very delicate environment would have permanent devastating results, detrimental to biological sea life and the biotic and human lives of the area.

When an oil spill occurs under the moving sea ice - no one really knows what will happen to it. All we know is, the crude is alien to the environment, therefore an alien substance introduced could cause endless damage to the biota, moving to whatever direction the ocean currents and moving ice would take it to. (INT)



Banks Island

Princess Royal Island

Victoria Island

Sachs Harbour

Bearded seal late
(spring concentrations)

Cape Lantini

Bearded Seal year
hatchet.

CLASS X YOUTH

Roller Bear
Hunting

Minto Inlet

(general)

Holman Island

Prince Albert Sound

AMUNDSEN GULF

Transportation route

The transportation route chosen from the Beaufort Sea/Amundsen Gulf through the Northwest Passage seems like a route which should be traversed during the summer months only. That time period would be the safest, of course, transportation could be extended onto early December while forming ice would still be in its early formation stage.

Noise pollution would be much more quieter at this time of the year, in comparison with the crushing, grinding, ramming and friction sounds generated by the hull during the winter months.

What we are very concerned about is, forms of life supporting living creatures, living and surviving in our environment which also supports us. (INT)

Marine Life

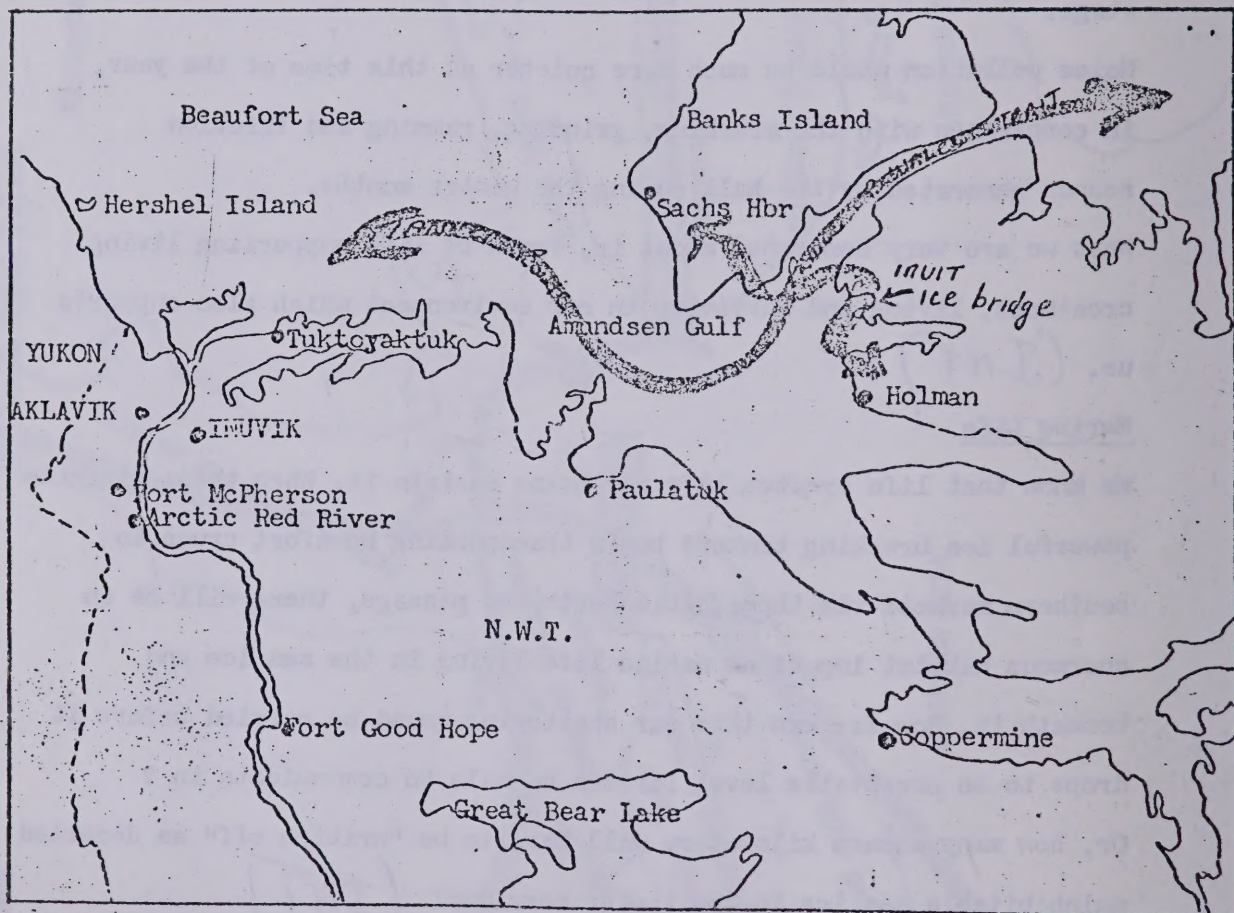
We know that life creates life and helps sustain it. When these gigantic powerful ice breaking tankers begin transporting Beaufort crude to southern markets via the Arctic Northwest passage, there will be an enormous habitat impact on marine life living in the sea ice and beneath it. How far can this ear shattering sound be carried before it drops to an acceptable level for sea mammals to communicate in? Or, how many square kilometers will have to be "written off" as deserted uninhabitable sea ice in the tanker corridor? (INT)

Surface animals

When this tanker corridor becomes uninhabitable by the prey of Polar Bears and Arctic Foxes, they too will follow suit in search of a new location. In areas where the tanker corridor passes in the middle of their habitation, these "local" population animals will be forced to relocate to areas previously populated by animals of the kind, therefore, causing an unbalance within the very delicate environment, causing still another unnatural phenomenon which would become irreversible. (INT)

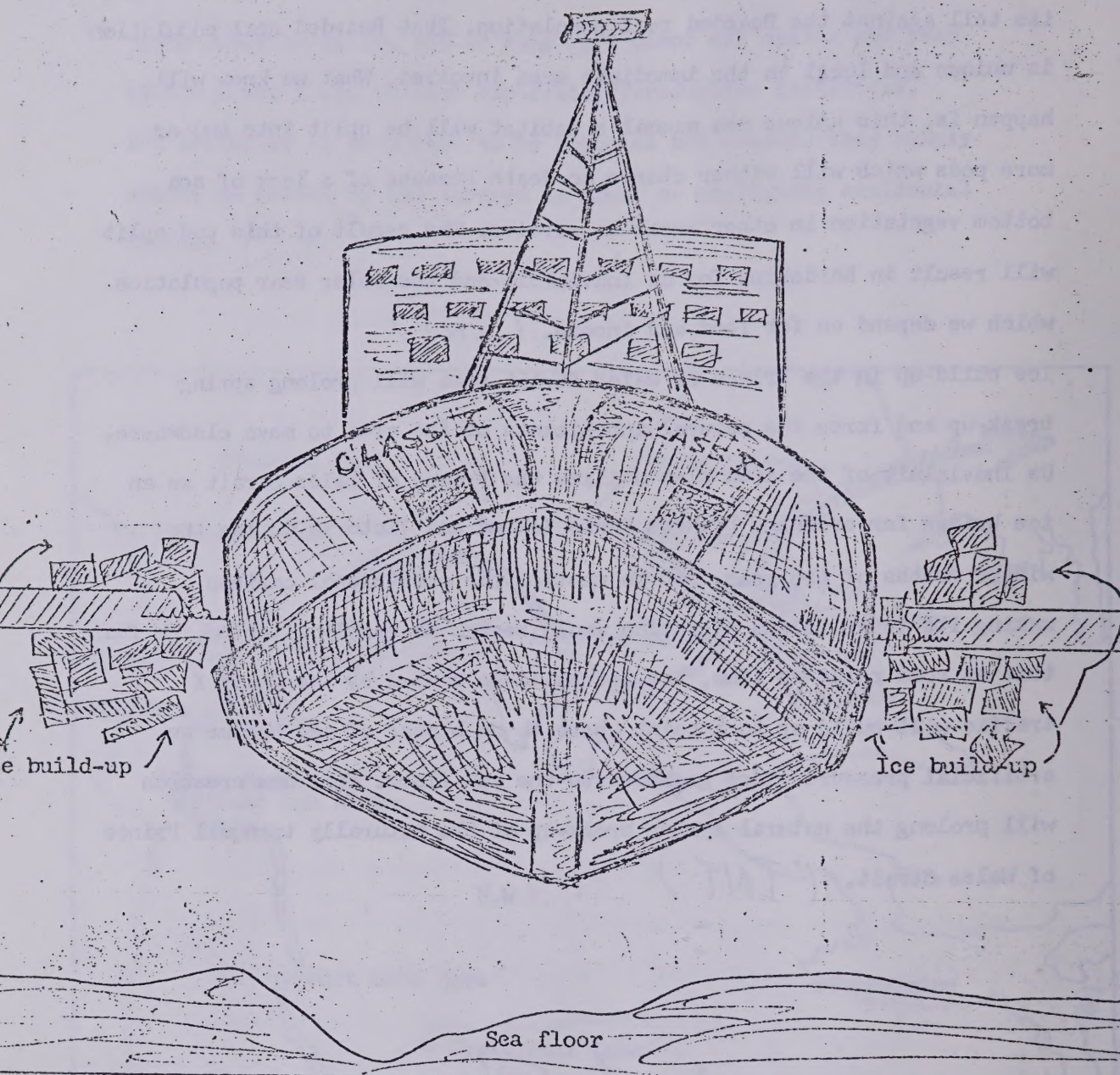
there could be 5, 50, 100 or many more minor oil spills per year by the Class X and related exploratory/production facilities.

All incidents as such have to be reported and cleaned. They simply cannot be passed by and ignored as minor or negligible accidental spills. (INT)



its toll against the Bearded seal population. That Bearded seal population is unique and local to the immediate area involved. What we know will happen is, this unique sea mammal's habitat will be split into two or more pods which will either starve to death because of a lack of sea bottom vegetation in other areas or survive. The result of this pod split will result in hardships for us Inuvialuit and the Polar Bear population which we depend on for food and income. (INT)

Ice build-up in the Prince of Wales Strait area will prolong spring break-up and force the natural inhabitants of the area to move elsewhere. Us Inuvialuit of the area also utilize the Prince of Wales Strait as an ice bridge for crossing between Banks Island and Victoria during the winter months of the year, not to mention the occasional caribou making its inter-island migration would become adversely affected. We fear that at some point in time, the ice build-up caused by the Class X traffic will build up to a point where these blocks of ice become an artificial pressure ridge grounded to the sea floor. This new creation will prolong the natural spring break-up of the naturally tranquil Prince of Wales Strait. (INT)



Ships tracks and ice build-up

We are not very concerned about the ships tracks building up in the shear zone of the Beaufort Sea, because this build-up would be constantly moving from one area to another. The landfast ice zones are the critical areas which would become highly affected because of the stationary nature of this polar ice. (INT)

Over a period of seventy million years the mammals have invaded and adapted themselves to every type of environment: the seas, land surfaces as well as underground, treetops and even the air. In their environmental adaptation the mammals have successfully invaded all altitudes, latitudes, and climates as well.

In the Beaufort area, we cannot afford to repeat this biotic adaptation which took millions of years. ^{to} Our lifetime averages only 60 - 70 years.

So, orderly development with extreme caution for the animals and human life is the order of the day. (INT)

Conclusion and Recommendation

We feel that there is not enough information contained in the environmental impact statement about noise pollution and ships tracks impacts which will likely happen within the Amundsen Gulf/Prince of Wales Strait area. Questions like how far can the ear shattering noise created by the class X traffic be carried before it subsides?

When the marine mammals are forced to move to another area the surface animals dependant on them would also follow suit. Therefore making it very difficult for the Inuit of the area to hunt for subsistence in a traditionally plentiful hunting grounds. If these areas sensitive to noise pollution are invaded by foreign man-made objects, then this tanker corridor is perilous to both human and animal life of the immediate area. (INT)

We recommend that our concern of noise pollution and ice build-up be studied and documented for our benefit before this project of transporting hydrocarbons becomes a reality.

One of the alternatives is to go ahead with the proto type tanker (100,000 DWT) ^{dead weight ton} and document all impacts and discoveries of the project.

The time frame for such a project should be for two years. (With progressive research and documentation in the years thereafter.) If such a project is detrimental to the biotic community then it should be discontinued and other hydrocarbon transportation alternatives be utilized - land pipelines and shallow near shore subsea pipelines. (INT)

Also, the Inuit of the area be compensated for loss of subsistence reviewed by the adjudicative process. The cost of this remedial action will be absorbed by the party or parties causing the financial subsistence loss to the Inuit, and damage to the environment and biotic community. (INT)

Employment and Training

Employment of our peoples is fine, ^{Also} matter of fact we do need employment.

However, we need training facilities now to train and completely certify the potential tradesmen (people) within our community. Too often, us natives are hired to work as labourers or helpers to tradesmen. We are tired of being a second class employee. The GNWT and Industry should co-sponsor a training facility located in Inuvik for the specific purpose of certifying Canadians as tradespeople. Government should subsidize or raise the wages of reliable employees under the employ of the community.

People such as powerplant operators, municipal service employees and other employees of the community. They should be encouraged in that fashion to stay employed within the community.

Since Industry pays their employees a lot more money than government or private enterprise, those reliable (municipality) employees will be lost to the highest bidder. History as in the Alaskan north slope experience will repeat itself. In these tough economic times. (INT)

Social and Economic Matters

What we have learned over the past few years has opened our eyes to recognize opportunity for meaningful involvement within industrial and political development. The introduction of industry to our region is essential to the well-being of our peoples. We know that some of our peoples will never become full time hunters and trappers like they think they would. A need for jobs and careers have become the order of the day. By and large, our peoples desire the same material comforts and intellectual stimulation as the rest of Canadian society. To reach for these goals with a sense of dignity and self-esteem, we must be given the opportunities to develop the skills necessary to participate and compete as equals in our society. (INT)

One of the solutions is to establish a training center for northerners within the region. This would reflect the hope and desire of the people to be given the opportunity and confidence to compete in our society as equals.

The problems of alcohol abuse and other social disorders within our region will probably diminish. If our peoples are given hope they can become full members in the industrial process and become a part of Canadian political, educational, and social institutions. (INT)

Offshore production from the Beaufort Sea would probably provide one third of Canada's oil and gas supplies. Therefore generating huge amounts of financial reserves for the federal government to administer to. In the community we need better recreational and educational facilities. We feel that if oil and gas are being removed for the benefit of southerners and the federal government, we also should benefit from this project in the forms of employment, economic developments and increased government services

to investigate and take remedial action for a specific community as specified, for the sole purpose of increasing an individuals income to match that of industry. (INT)

Conclusion and recommendation.

While we are not totally against fully controlled and regulated orderly development within our region, we have communal interests which we have to protect and ensure that future generations have for their well being..

Environmental monitors from this community should be utilized during any exploratory or production project that is within a 200 mile perimeter of Banks Island. (~~321.8 km.~~)

That all projects relating to or are participatory in Beaufort hydrocarbon development are fully explained in detail to Banks Islanders before implementation of plans. Final approval from this community (Sachs Harbour) is essential. (INTERPRETED).

(INT)

Compensation scheme

The primary objective behind this scheme is to provide a replacement for subsistence and income lost during the transportation of hydrocarbons from the Beaufort Sea to their destination. Increasing industrialization and expanding population figures will become a reality in the very near future. A way of life may soon be forgotten, when we are unable to hunt and harvest from our plentiful land and seas that were before the implementation of hydrocarbon removal and transportation from the Beaufort.

The following is what our peoples desire to be implemented before their application becomes necessary: (INT)

- an establishment of a compensation board primarily for the purpose of reviewing and awarding a would be claimant with restitution for all losses incurred whether they be commercial or traditional subsistence. (INT)

- this compensation board be manned by a government appointee, representatives of the Inuvialuit community, and a representative from the exploration/production industry. (INT)

- This compensation boards mandate should be defined as follows:

- to review and award remedies for loss/damage to subsistence/income.

- to award restitution where losses have occurred and these losses are of a commercial nature, and the loss is related to development/production activities as opposed to natural causes, an adjudicative approach be taken to settle these particular commercial losses. (INT)

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